

HELEN



HELEN MURRAY
9329. Burton Way
Beverly Hills, Calif.



U.S. CIVIL AIR PATROL
ARMY AIR FORCE AUXILIARY

The Member named on this card is voluntarily
enlisted in Los Angeles Squadron 5, Civil Air
Patrol, pending acceptance of application.

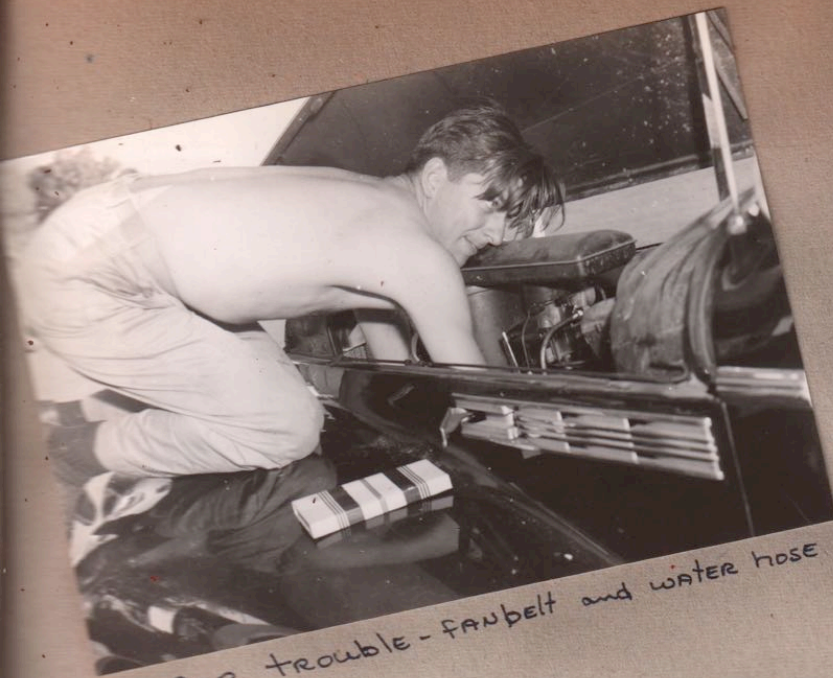
Helen I. Murray -
NAME OF MEMBER

J.V. Kaufmann
COMMANDER

J.V. Kaufmann, 1st Lt., CAP AAF



July 25, 1944



CAR trouble - fan belt and water hose



Dotty and Bob



FIVE of us —!



MARJIE and PAM

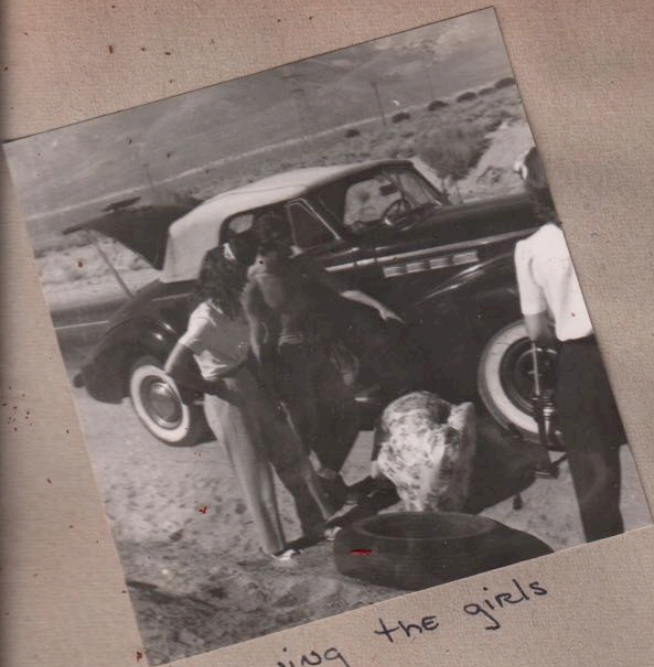
LOVE PINE, CALIF.



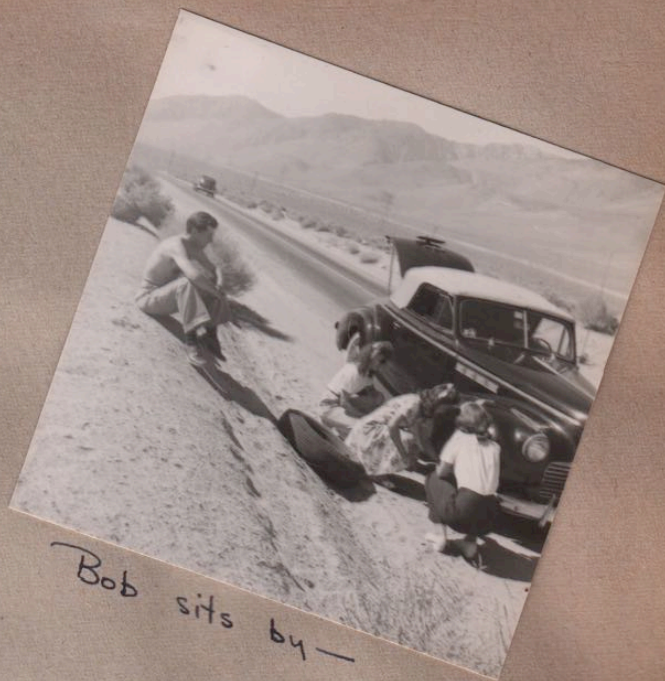
Bob under CAR

August 27, 1944

Changing a Flat



Showing the girls



Bob sits by—



Girls can do it too!



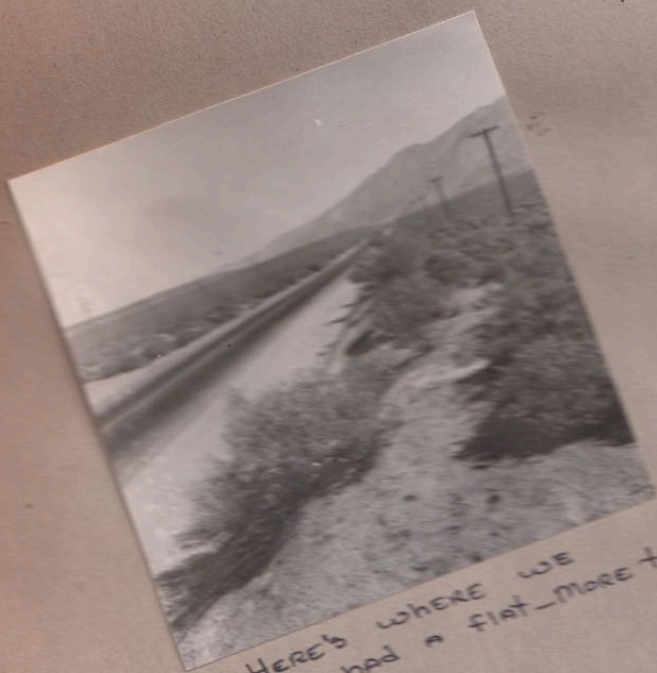
PAM and Dot



Bob checks motor—



Still under —!



HERE'S WHERE WE
had a flat—more trouble



Bob starting the job.

First Airplane Ride!



Tucking me in!



FASTENING PAM IN.

August 20, 1944

CULVER CITY

Date 8-27 1944
 M. Helen Murray
 Address _____

	ACCOUNT FORWARDED	
1	<u>1 hr flight inst</u>	<u>10 00</u>
2		
3		
4		
5		
6		
7		



My First lesson —



In front of my plane →



getting out of first dual





Bob alights —



Dot TAXIES —



Dots TAKE-off



Bob



MARGIE



Lt. Fennell of Sqdn. 2



— with my camera



Pam, Marge and Bob



Bob and "We Girls"
(Helen, Dot, Bob, Pam + Marge)



GAGS AROUND CRASHED PLANE



CANDIDS of
All of us —



MORE GAGS



Dot and Bob in cockpit



HELEN, MARGIE and Pam



Lt. FENNEL and Myself



Lt. F— again



Lt. F. "BRIEFS" MARGIE



ON OUR WAY HOME - WE DRINK -



Bob and Dot



← Bob & I shooting EACH other →



I drink



Silly AREN'T WE?



Bob

(Memo. 95-44)

MEMORANDUM)
NO. 95-44)

WAR DEPARTMENT
Washington 25, D.C., 23 Aug 44 .

CIVIL AIR PATROL
ARMY AIR FORCES AUXILIARY

1. It is desired to clarify certain misconceptions which have arisen at various points throughout the country as to the status of Civil Air Patrol members and the nature of the activities in which they are engaged.
2. Civil Air Patrol, an auxiliary of the Army Air Forces, is an official AAF agency. The purpose of Civil Air Patrol is to organize public-spirited citizens of civil aviation into a volunteer, semi-military organization; to give them supplementary training in military and allied subject (except flight training;) and to supervise the utilization of their skills and equipment in the war effort. The CAP organization consists of 48 State wings, with local groups, squadrons, and flights organized throughout each State. The entire organization is administered through a National Headquarters Staff located at 500 Fifth Avenue, New York 18, New York, composed of AAF officers assigned to that duty.
3. Civil Air Patrol was established on 1 December 1941 and has performed many useful services for the armed forces, including 18 months of antisubmarine operations over the coastal shipping lanes in the Eastern and Gulf sea frontiers from Canada to Mexico, southern liaison patrol on the Mexican border, exercise of aircraft warning systems, camouflage observations, courier missions, radar flight tests, and numerous emergency operations. On these missions approximately 50,000,000 miles have been flown and over 50 CAP personnel have been killed. At present, CAP is conducting tow target and tracking operations for the First and Fourth Air Forces for antiaircraft gunnery training of the Eastern and Western Defense Commands; is operating for the AAF a Nation-wide missing aircraft search service; and is engaged in the recruitment of aviation cadets and applicants for the Women's Army Corps and in the preflight training of 15, 16, and 17 year old CAP cadets for possible future service with the armed forces or in civilian aviation. Also, trained crash crews of local CAP squadrons throughout the United States are available for volunteer emergency aircraft crash assistance. In addition to services performed for the War Department, Civil Air Patrol also performs emergency missions for other Federal agencies, State Governments, and private industries engaged in the war effort, such as the patrol of forests, pipelines, and flooded areas and the transportation of critical parts and supplies.

4. Members of Civil Air Patrol engaged in the performance of official missions (although acting as civilian volunteers) are required to wear uniforms and insignia authorized by The Adjutant General, which are the same (officers and enlisted men) as those of the Army Air Forces, with the following distinctive exceptions: red shoulder loops on outer garments and red piping on garrison caps for both officers and enlisted personnel; red sleeve braid on officers' uniforms and red background for grade insignia of enlisted personnel; silver CAP buttons and insignia, including CAP cap insignia; silver CAP pilot and observer insignia; and CAP shoulder patch.

5. CAP members are in no instance deferred from service with the armed forces. They are ineligible because of age or physical factors or the fact that they are holding essential jobs in addition to their spare time activity with CAP. They are persons who, not being eligible for the armed forces, are nevertheless anxious to contribute to the war effort more than their regular civilian occupations permit. They serve voluntarily without any pay for their services, sometimes receiving allowances to cover their operation and subsistence costs but often standing the expense of such costs themselves.

(AG 324.5 (1 Aug 44))

By order of the Secretary of War:

G. C. Marshall,
Chief of Staff.

OFFICIAL:

J. A. ULIO

Major General,
The Adjutant General

DISTRIBUTION:

Commanding Generals:
Army Ground Forces
Army Air Forces
Army Service Forces
Independent and Subordinate Commands, AAF
All Service Commands
All Defense Commands
Chiefs of technical services.
Divisions of the War Department General and Special Staffs

HEADQUARTERS
LOS ANGELES SQUADRON 5
700 N. Fairfax Ave.,
Hollywood 46, Calif.

GENERAL MEMORANDUM:

SUBJECT: ARMY AIR FORCE MEMORANDUM No. 95-44

1. The foregoing information should clarify the status of Civil Air Patrol to all concerned. It is the desire of Headquarters to take this means of introducing the echelons of Command and the local Staff of this unit.

National Headquarters, 500 5th Ave., New York 18, New York
Commander: Earle Johnson, Colonel, AAF..

California Wing Headquarters, 453 So. Spring St., Los Angeles 13, Calif.
Commander: Bertrand Rhine, Lt. Colonel, CAP AAAF.

1st Group Headquarters, 510 West Sixth St., Los Angeles 14, Calif.
Commander: Richard Dick, Capt., CAP AAAF.

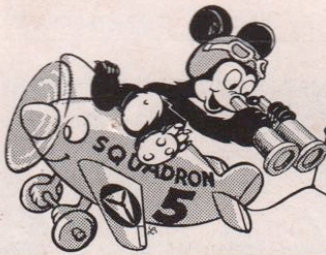
Los Angeles Squadron 5, Headquarters 700 N. Fairfax Ave., Hollywood, Calif.
Commander: Joseph V. Kaufmann, 1st Lt., CAP AAAF.

Squadron 5 Staff Officers

Walter E. Mast	2nd Lt.	Executive Officer	ARizona 3-1457
Clyde R. Kutchera	2nd Lt.	Training Officer	LUcas 7488
Robert E. Meredith	2nd Lt.	Communications Officer	GLadstone 0339
Louis J. Petritz,	2nd Lt.	Medical Officer	NORmandie 13355
Jean J. Del Val	2nd Lt.	Supply Officer	GRanite 3065
Arthur M. Faget	2nd Lt.	Adjutant	S. Monica 41807
Harry J. Hutchens	2nd Lt.	Personnel Officer	SUNset 12640
Aimee E. Del Val	Warrant Officer	Asst. Adjutant	GRanite 3065
John S. Hesseldenz	Warrant Officer	Operations Officer	ARizona 34892
Lloyd B. Brubaker	Warrant Officer	Transportation Officer	HILLside 0919
William P. Huffman	Warrant Officer	Flight Leader Flight "A"	OREgon 7-7039
Charles F. Wyrick	Warrant Officer	Cadet Training Officer	SUNset 25283
Ludwig Z. Mudra	Warrant Officer	Cadet Liaison	TRinity 9141

By Order of COMMANDER KAUFMANN

WALTER E. MAST
2nd Lt., CAP AAAF
Executive Officer



THE OBSERVER

OFFICIAL PUBLICATION LOS ANGELES SQUADRON FIVE

FIRST GROUP

CIVIL AIR PATROL

VOLUME ONE

OCTOBER, 1944

NUMBER ONE



**Commanding Officer
Joseph V. Kaufmann**

Lieutenant J. V. Kaufmann was born on an island in the middle of the Danube River in Austria on the 4th of February, 1906. His father, who was an officer in the Austrian Army, was transferred two years later to the romantic Austrian Capital, Vienna, to be attached to the War Department.

With this beginning, and his subsequent education in Vienna, Lt. Kaufmann's military background began at an early age.

With the exception of occasional traveling through most of the Balkan countries of Europe, Lt. Kaufmann spent the greatest part of his time in Vienna, until his departure to America in 1921.

After establishing a foothold in the new world, he lost no time in becoming a citizen and settling down to the comparative ease of American existence by forgetting most of the seven languages he spoke when leaving Europe and working at such jobs as designer, sculptor, artist, cowboy, lumberjack, and motion picture actor.

In 1932, he became associated with Col-

(Continued on page 3, column 1)

.. CADETS TRY ARMY LIFE ..

"War Is Hell," General Sherman said it, and our Cadets who went to Minter Field give it their heartfelt indorsement.

Last month, 23 of our Cadets spent ten days at Minter Field, the big Army base near Bakersfield, for an inside look at what Army Air Force Cadets get in the way of training.

They were told to appear ready to leave at eight o'clock in the morning, but they didn't actually get away until 11 o'clock. Our Cadets were fortunate in getting one of the better busses for the trip, and on the way up they spent most of their time singing our squadron song and in their unbounded enthusiasm spent a great deal of their time learning the general orders. On their arrival at the field, they passed large rows of airplanes and the obstacle course, which our cadet commander Earl Mitchel at least didn't find too difficult to get around. Of course Earl with his six foot something of altitude would most likely be able to step over most of the ditches and other obstructions; but we would like to know how some of the shorter members did on the course.

Their days were pretty tough. On that they all agree. The usual routine was to get out of bed at 6:30 in the middle of the night, and had ten minutes to get dressed and outside to stand reveille. After roll call and all the formalities of reveille they were given a few minutes back in the barracks to wash up and then they were off for mess. The Cadets have apparently found the answer to the ever-present Army potato. In the first place, "mess" obviously means a mess of potatoes. Then too, it is a well-known fact that a popular form of punishment that sergeants indulge in is to condemn a man to several days peeling an inexhaustable supply of the repulsive tubers. The punishment doesn't end with the "dog-faces" who have to do the peeling. Every one who eats must eat potatoes for breakfast, lunch and dinner. Probably the greatest change the cadets' mothers will find in them, is a pronounced dislike for potatoes in any form. After mess, the cadets had a few minutes rest before physical drill, better known as GI torture, to make up their beds and generally police the barracks.

Then they were marched out to the field and their daily ration of muscle tearing exercises.

The next thing every day was a lecture of some sort of a general military nature. During these they were shown motion pictures and slides to help them understand the subjects a little better.

They met the commanding officer of the field and several members of his staff who spoke to them about the Army Air Forces.

One somewhat disappointing part of the trip was that they were not able to get rides in the Army airplanes, but they were taken out on the flight line to watch the students practice take-offs and landings.

Two highlights of the trip for them were the trip to one of the hangars where they saw the big Army ships undergoing repairs. This is where they learned the most about what goes into keeping our fighting planes in the air. The real point of interest was their visit to the Post Exchange which turned out to be a veritable Army department store which had many things that they had not seen for a couple of years.

Another of their unusual experiences was participation in a memorial parade for a couple of the Army cadets who had been killed in a crash during their training at the field.

Everyone felt that the trip was well worth while and it gave them an entirely different idea about the Air Forces Cadet training program, but they do not feel that they will go back for another visit until they can return as Army Cadets.

Those who went on the trip were Lt. GENE MEREDITH as leader from our squadron and cadets EARL MITCHELL, ROY WALLACK, LEE BRILL, RAY FAXON, DICK REITER, AL RIEGER, WILL (WEE WILLIE) PATTERSON, BILL BALDRY, L. SPIVAK, S. WEINER, JEROME KARNO, BOB HOWARD, WILLIS LONGYEAR, ED LUBIN, BOB MCINTIRE, BILL MCCLURE, HERMAN GOLDSTEIN, NORMAN FREDKIN, LEWIS GLADSER, BEN LEWIS, ROBERT DAVENPORT, PAUL GOLAND, and ROBERT BOONE.

PAY YOUR DUES

Our Praises ...

Ever since the beginning of Los Angeles Squadron 5, Lt. J. J. DEL VAL has held the brightest spot in the limelight of efficiency.

This month's honors, however, go to our newly appointed Flight Leader, J. S. HESSELDENZ, who despite the fact that he has just been assigned to the office of Operations Officer, has done such an excellent job that nothing was left wanting.

To Mr. HESSELDENZ goes the thanks of the entire Squadron for the efficient and systematic operation of our last assignment of the Army Aircraft. Our newly appointed Flight Leader, BETTY DEWAR, should be commended for her voluntary work at Headquarters. She managed to serve a total of 114 hours last month.

Others whose help was of immense value to the Squadron during the last month were: Our Executive Officer Lt. WALTER E. MAST, our Adjutant and Assistant Adjutant, Lt. A. M. FAGET and Warrant Officer AIMEE DEL VAL respectively, Lt. HARRY RUTCHENS, our Personnel Officer, Sgt. JACKIE MYHAND and Corporal MARJORIE WAHLSTROM.

Lt. C. R. KUTCHERA has done an excellent job with training, but must share a big portion of the success with his new assistants, Sgt. MEL SMITH and PFC GLADYS HERNE.

Flight Officer BRUBAKER manages to live from month to month despite his incessant battle with the OPA and the drivers of the Squadron.

A vote of thanks to GEORGE CRISPIN, LOIS SWEIVEN and the host of others who have given their help so unselfishly.

A special vote of praise goes also to Cadet Technical Sergeant RAY FAXON whose efforts made it possible for us to have our motion pictures and sound equipment.

GEORGIE WHITE has returned from her trip. Have a good time, GEORGIE?

DEANNE PITTMAN, a new cadet from Miami, Florida, has just joined our squadron. Hello, glad to see you DEANNE.

JACKIE MYHAND, formerly JACKIE KINDIG, is still commonly known as "SHINDIG." P.S. She married a sailor.

Does the squadron know we have a new 1st. Lt., G. Turner? Well, we do.

The beginning and end of etiquette: 1800: Good evening, is Mary Lou in? 1944: Honk! Honk!

The current conversation has it that our latest 2nd Lt., namely GENE MEREDITH, had lots of fun at Minter Field. He bought up all the pictures the cadets took of him and his girl friends. Guilty conscience, Lt.?

Mess Sergeant: "Look here, my man, I made pies before you were born.

Rookie: "Okay, Sarge, but why serve them now?"

Tra la we have a new office now. Lt. DEL VAL is the lucky occupant. Lt. "Hutch" occupies the front office.

JEFF FARRER was caught speeding again for the fourth time in two weeks. Where's the fire, bud?

Talk about reversing Army procedure: the CO, WYRICK, is a Warrant Officer, his deputy, GENE MEREDITH, is a 2nd Lt., the 2nd Lt.'s assistant is a 1st. Lt., G. TURNER. Nice going.

Alack, a-lass,
A lack of gas
He who lacks gas
Will lack a Lass

BILL DYER is the new squadron wolf. (He is also CLAY "Late Hours" WILLCOCKSON'S assistant.) P.S. Beware of that darkroom, gals.

PAT DODDS snatched 8 hours of Link trainer time at UCLA.—Smart gal.

The new budding romance of the CAPC is FRANKLIN BAXTER & SHIRLEY WRIGHT.

We hear MEL SMITH likes lima beans, especially if they are still in the bean patch.

We hope that everyone knows GENE HASKELL was our "crew" at Leahman's "Mud Flats." We still missed our old crew very much.

DIANNE REULING, one of our corporals, is leaving the squadron for New York to join the Cadet Nurses. Good luck, DIANNE? We hate to see you leave us.

Credit is due to our newly commissioned JOHNNY HESSELDENZ for his very fine work on operations during the last mission. We wonder if he has yet straightened out "helpful" Halmrast's errors.

When the DEL VAL'S serve dinner it is a real treat. How about it you lucky guests?

CLAY WILLCOCKSON, "THE" editor of this "inkblot" could tell of some very wild parties that carry on till the very wee hours.

This is the column which is meant to give you folks all the dirt and make some of you squirm a little. Anyway here goes.



First Cadet Solos ..

Squadron Five has another first to add to its long list of firsts. Pat Dodds, Assistant flight leader for the cadets, has made the first solo of any cadet after he or she joined the CAPC.

She really went after it in a big way. She took her first dual instruction on Saturday, August 19. By flying as much as four hours that day, two and a half the following day and one and a half hours Monday, she was able to solo after the required minimum of eight hours dual instruction. Her first solo was really for a half hour but to her it seemed like a much shorter time. The excitement of getting the plane in her own hands and not wanting to give it up was the probable reason for the time to appear too short. Immediately after the solo flight she took her cross country flight and got that out of the way.

She believes that the one thing that did her the most good was the ten hours she got in the Link trainer. We would like to know how this Link time helped any of the others who were fortunate enough to get some.

Corp. PEG. HALMRAST was recently caught pouring Coca-Cola into JIM LUNT-ZEL'S pocket. Oh well, it's typical Halmrast doings.

BILL LEAR has hit the road again—no military school if he can help it.

Commander "BUZZ" KAUFMANN is buzzing around nowadays on little red scooter. Cute stuff, eh.

We have it straight from Sgt. DODDS that LEE BRILL'S new nickname is "PEACHES." Could it be that it is her pet name for him.

Joseph V. Kaufmann ..

(Continued from page 1)

onel Lewis Stone's California Dragoons, a mounted unit in which he held membership for 10 years.

He was Commander of the California Aero Squadron and had the pleasure of seeing scores of the members of that organization commissioned in the RCAF, the RAF, and the Air Force.

In 1940, he entered the California Home Defense Force's Officers Candidate School, and was commissioned 2nd Lieutenant in the 1st Observation Squadron, Air Corps, CSG. He was appointed 1st Lieutenant in 1942, and assigned to active duty at Manzanar.

Late in 1942, Lt. Kaufmann became an Instructor for the Army Air Corps at Liberty Air Academy at Tucson, Arizona.

On his return from Tucson, he was attached to the 1st Aero Squadron, California State Militia as Executive Officer.

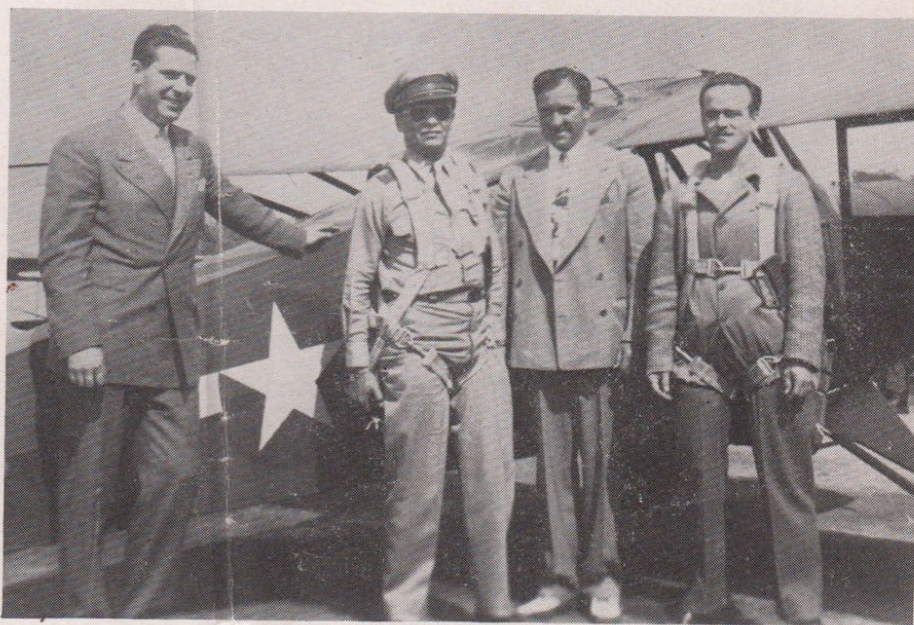
Lt. Kaufmann has been in Command of Los Angeles Squadron 5, of the Civil Air Patrol since its conception. He is married to the charming lady, who seems to do most of the work at Squadron Headquarters. His hobbies are swimming, fencing, horseback riding, and flying. Pet aversion: someone "dumping" cigarette ashes on his desk or office floor. (He doesn't smoke).

At present, Lt. Kaufmann is employed as Chief Instructor for the American Academy of Aeronautics in Hollywood. At this point, may we say off the record, that his classes of instruction in Aeronautics are equally as entertaining and amusing as they are educational. On record again—he holds Pilot's License Number 3127, and has 6 CAA Ground Instructor's Certificates.

Plans for the future: to make L. A. Squadron 5 not only the best squadron in the 1st Group, or the California Wing, but in the entire U.S.A.

Introducing ...

This is the first edition of THE OBSERVER, published by and for the members of Los Angeles Squadron Five. It is the only paper that we know of that is published by an individual squadron. We may make some of you squirm but just remember that it is all in fun and no harm meant. We would also like to ask the members of the squadron to give us some of the lowdown on various people in the squadron and their activities. We of course can't divulge the source of any of our information but we will give it all to our readers. If there are any features you would like to see appear on these pages just let us know what they are and we will do our best to get them for you. If you have any suggestions of any nature regarding this paper just tell any of the editorial staff about it or leave a note in the office for us. We want to please the members and the only way we can do this is to hear from you.



THE HOLLYWOOD JUNIOR CHAMBER OF COMMERCE certainly joined L. A. Squadron Five in force recently. Above we see Paul McClure, Commander Kaufmann, George Beck, Junior Chamber vice-president and Jack Forsythe, the Junior Chamber president about to go on their first ride since joining the squadron.

A Message from the Commander ...

With the launching of this first official Squadron paper, a means of reaching the individual member has been devised which will be of immense value to the morale of Los Angeles Squadron Five.

The importance of the individual cannot be over-emphasized. As the chain is judged only by the strength of its individual link, so is the strength of any organization judged by its individual members.

The beautiful picture of absolute cooperation and coordination between individuals cannot be overlooked. Just imagine what YOU can do by being a good member. If YOU come to meetings regularly wear your uniform properly and do everything as it should be done. We will have a squadron that will be more than the organization to which you will point with pride as a member. The solution is too simple to be a problem; the individual naturally controls the quality of the organization which they so often criticize. Let us ALL put our every effort forth in making this, our squadron, the best in the state and we will have no trouble being completely satisfied.

Now for a bit of a cross-cut of our unit:

At the time of this writing, we boast a total of 180 members (including provisionals); 44 of them are of the fair sex.

56 hold a pilot's certificate; 23 being student pilots, 24 private and 9 commercial pilots. We have 8 flight instructor's ratings in our midst and 8 CAA Ground Instructors, which totals a sum of 38 separate ratings. 5 of our members hold Cali-

fornia State Teacher's credentials. The total SOLO flying hours for the squadron amount to 16,664 hours.

We hail from 36 different states, and also from Alaska, Austria, Canada, England, Sweden, Colombia, Norway and France.

Someone in the organization can talk to you in German, French, Italian, Spanish, Norwegian, Swedish, Serbian, Arabic, Hebrew, Hungarian, Dutch or Rumanian.

Our average man is 31 years of age, weighs 163 pounds and is 5 feet 10 inches tall.

Our average woman is 25 years of age, weighs 119 pounds and is 5 feet 2½ inches tall. (Ed. note—not bad, eh?)

We also have 13 more or less happily married couples in our ranks.

At last Hitler went to Hades. Satan answered his knock and asked him to wait a minute. He returned with a box of matches and a bundle of firewood. He gave both to Hitler and said: "Listen, Adolph, there is a limit to what even I can stand; go start a Hell of your own."

JOE ROSBERT is having trouble with his darling car again. He was caught on the evening of Sept. 12 with the top half way down. P.S. He has an adorable wife.

Let's hope that "BUZZ" KAUFMANN and "DEADSTICK" KUTCHERA behave themselves up at Manzanar. Are your wives going, fellas?

CAP at Pan-Pacific Show ...

The Civil Air Patrol exhibit at the Industrial Exposition Show at the Pan Pacific Auditorium last month was quite a success judging from the tremendous number of people who came to see our display and became interested in joining the CAP. We expect quite a few of those people to join us soon if they haven't already done so.

Squadron Five was given the task of dismantling the liason ship we had at the time, and moving it from Culver City Airport to the stadium. Particular praise goes to Peggy Halmrast, Gene Haskell, Norman Fredkin, Bill Baldry, and Dick Reiter who spent a whole day tearing the plane down, moving it and reassembling it for the show. However, our Cpl. Peggy You-Know-Who put the wrench in the works, literally. She was working as "industriously" as usual, but right in the middle of operations she managed to drop the monkey wrench into the "works," and it required almost tearing the ship apart to get it out again. Should she become a surgeon, this writer intends to be a spectacular and healthy person. Imagine having a couple of wrenches, towels, and various other things dropped into you during an operation.

Commander Kaufmann, who is always telling us about the danger of playing with a propeller, is going around with a very red

face these days. When the fuselage of the ship was finally put in place, Lt. Kaufmann delivered a lecture to our ever-present Cpl. Peggy for leaning on the prop. She, of course, wasn't convinced and tried to change the Commander's ideas too, telling him that since the wings and fuel lines were disconnected, there was no danger since there was no gas that could get into the engine. Apparently he was convinced because soon he was leaning on the prop himself. Someone had left the switch on, and at a little nudge, the engine started and Lt. Kaufmann almost lost his whiskers. This would be enough for any ordinary man, but he is no ordinary man. He told Cpl. Peggy to turn the switch on again and they would let it run until the gas was all gone. After several attempts, Lt. Kaufmann thought it was all used up the first time the engine was run. So he gave up and was telling everyone around that unless their insurance was paid up, it was a bad idea to lean on a prop. What happened to him then shouldn't happen to a dog—but it happened to the Commander. The engine started again, and Lt. Kaufmann almost lost his eye lashes this time, and always helpful Cpl. Peggy almost got a solo ride around the inside of the Pan Pacific Auditorium. It just goes to show that by "prop" we mean for an airplane, not your elbow."

Squadron Staff ...

1st Lt. J. V. Kaufmann.....	Commanding	Office
2nd Lt. W. E. Mast.....	Executive	Office
2nd Lt. R. E. Meredith.....	Com.	Office
2nd Lt. C. R. Kutchera.....	Training	Office
2nd Lt. P. M. Browne.....	Intelligence	Office
2nd Lt. L. J. Petrutz.....	Medical	Office
2nd Lt. J. J. Del Val.....	Supply	Office
2nd Lt. A. M. Faget.....	Adjutant	
2nd Lt. H. J. Hutchens.....	Personnel	Office
W.O.....A. E. Del Val.....	Asst. to Adjutant	
2nd Lt. R. B. Lockwood.....	Engineering	Office
2nd Lt. L. B. Brubaker.....	Transp.	Office
W.O.....C. F. Wyrick.....	Cadet Training	Office
W.O.....L. Z. Mudra.....		
	Cadet Personnel Liason	Office
W.O.....J. S. Hesseldenz.....	Operations	Office

Our Flight Leaders ...

	Flight "A"	
W.O.....	W. P. Huffman, Leader	
Acting W.O.....	A. A. Bradofsky, Asst. Leader	
	Flight "B"	
W.O.....	J. S. Hesseldenz, Leader	
Acting W.O.....	M. W. Smith, Asst. Leader	
	Flight "C"	
W.O.....	A. E. Del Val, Acting Leader	

Culver City airport is commonly known on the airwaves as "Leaman's Mudflats."

It's a hell of a war, isn't it folks?

ASSOCIATED AVIATION UNDERWRITERS

90 JOHN STREET, NEW YORK 7

AVIATION INSURANCE

In All Forms

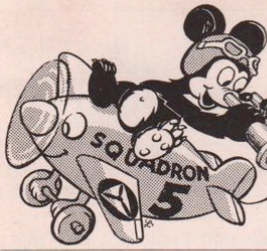
215 W. 7TH STREET

MICHIGAN 6038

LOS ANGELES 14

JOE H. CHAPMAN, *Pacific Coast Manager*

Have Your Insurance Agent or Broker Contact Us For Full Information



The OBSERVER

OFFICIAL PUBLICATION LOS ANGELES SQUADRON FIVE

FIRST GROUP

CIVIL AIR PATROL

VOLUME ONE

NOVEMBER, 1944

NUMBER TWO

100 MEMBERS MAKE MANZANAR MISSION SUCCESS

October was certainly a month of activity for Los Angeles Squadron Five. The flying month began with a two-day practice mission at Manzanar. Nearly a hundred members of the squadron participated in this maneuver in which nearly 80 hours were flown.

The flying program so meticulously arranged by Lt. Hesseldeuz had to be changed somewhat because of the winds which blew up to 55 miles per hour during the two day affair. First to test the elements on Saturday were Lt. Kaufmann, who piloted Cadet PEGGY MAST through a rough and rugged half hour flight. Then one by one the rest of the pilots bravely took to the air.

Dr. PETRITZ, our flying Medical Officer, thought conditions were too tame and spent the rest of the afternoon doing acrobatic flying which took strange shapes in the face of the strong winds.

Sgt. RIGGS and Lt. HESSELDENZ flew in from Los Angeles and had a lesson in meteorology after flying under a Cumulo-Nimbus cloud. With throttle wide open and the nose of their ship pointed acutely downward, they found themselves being lifted at a dangerously rapid rate. A short time later they were literally tossed out the top of the cloud with no other damage than a hole in the top of the cockpit where inertia, gravity, fabric and JOHNNIE'S head all met at the same time.

SGT. BUSH and PFC GEORGIE WHITE too made the trip by air and soon found themselves grounded at the Lancaster Army Air Base where they were treated royally until the weather permitted the continuance of their flight Sunday morning. On Sunday this Squadron competed with Los Angeles Squadron 2 on a simulated bombing mission in which a 150-foot submarine, painted on the desert was bombed from 200 feet. One hundred and fifty bombs were dropped on and around the submarine. Credit for "sinking" the sub goes to Los Angeles Squadron 2 and the pilots and observers of that Squadron deserve nothing but the highest praise for their sportsmanship and precision. They not only won the contest, but scored nearly twice the number of points we did.

On Saturday night the Squadron par-



MANZANAR MISSION IN BRIEF (1) Lt. MEL FAGET poses proudly in front of club ship, (2) Lts. HARRY HUTCHENS, JOHNIE HESSELDENZ, Pvt. PAUL McCLURE, Sgt. JACK WILLIAMS, Lt. JOE KAUFMANN talk over some plans for the day, (3) CADET SHIRLEY WRIGHT receives some first aid from Lts. PETRITZ and JEAN DEL VAL, (4) Lt. JOE KAUFMANN prepares to go for the first ride of the day, (5) JACKIE "SHINDIG" MYHAND gets some "dual" instruction, (6) military courtesy despite high winds. Lt. BRUBAKER and WARRANT OFFICER JACKIE MYHAND. JACKIE! Your slips showing, (7) Lt. GENE MEREDITH. Dancing yet?, (8) Arriving at Manzanar are Pvt. MYRON STUART, Warrant Officer AIMEE DEL VAL, Pvt. JEAN STUART, Lt. JEAN DEL VAL.

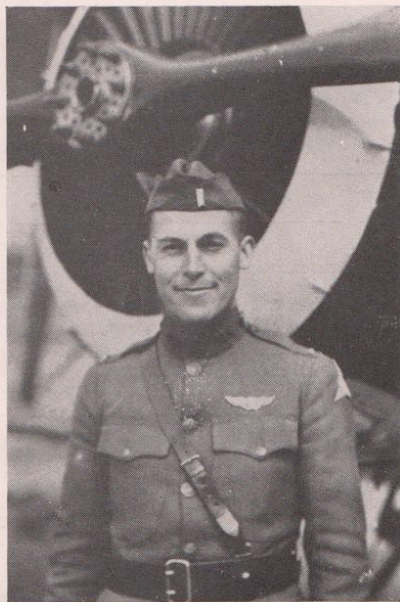
ticipated in a windy weiner roast and then retired to the Military Police barracks for the night.

An "L3B" Army Liaison Aircraft was assigned to this Squadron for the month of October and was first based at the Glendale Army Air Base, but operation from that base was found to be impractical,

largely because of the inaccessibility of the base to Cadets living in the Hollywood area and secondly because of the time wasted in taxiing at this large field.

The ship was later flown from the Culver City air port with much greater success. Three practice mission were called during the remainder of this month.

Executive Officer



Born on the 30th of July 1893 at Millersburg, Ohio, Lt. Walter E. Mast, Squadron Executive Officer, received the greater portion of his education in that State. He attended the University of Illinois until the beginning of World War I, but with the entrance of the United States into that conflict, young Mr. Mast soon found himself appointed Aviation Cadet in what was then known as the Signal Corps, a forerunner of the present day Army Air Force. He received his flight training at Carruthers Field, Fort Worth, Texas and earned his wings after 7 hours and 20 minutes of Solo time and was sent overseas as a "full-fledged" Combat Pilot. Strange as it may seem, the outstanding experience in his career overseas did not take place in the air, but aboard the transport on the way to France during a U-boat attack when a torpedo cut across the bow of the ship, missing it by a hairs-breadth. Lt. Mast assures us that the submarine was literally shot out of the water before a second torpedo could be launched.

After receiving further training at Issoudun, France, he was subsequently appointed a Flight Leader in the First Aero Squadron and spent the balance of the War in pursuit and reconnaissance flight.

Flying then somewhat differed from the present day method, instruments were practically unheard of, and of course there were no parachutes. Pilots frequently equipped themselves with empty beer and wine bottles and used them to bombard the enemy in an effort to break his prop. His first introduction to a compass came, oddly enough, sometime after the Armistice was declared when Lt. Mast flew for five hours through a blinding snow storm to emerge

(Continued on page 4, col. 3)

Service Notes

CORPORAL L. W. McINTOSH has been seen in town recently on furlough from training at the infantry school at Fort Roberts, California.

CLARENCE, affectionately known as "STINKY" STOECKER, is now parading with brand new Ensign's stripes on his sleeves. He returned to his first love, the Merchant Marine.

DEE WALSTON writes his recommendation and endorsement for the CAP by saying that he feels nothing has helped him as much as the training he received in the CAP and he is certain that all promotions etc., can be credited to his CAP background.

"BLACKIE" GOLDSTEIN, former CAPC Transportation Officer has just entered the service as a cadet. He is stationed at the University of Utah and seems satisfied with the fact that the girls at the University outnumber the boys 10 to 1. Write him: HERMAN C. GOLDSTEIN, ASN 792-34996, SCU 3922, University of Utah, Salt Lake City, Utah.

Cadet Doings

It seems that a few of the cadets have been having a time for themselves lately. Starting off with a bang last month there was a party given HARRIET (HAP) WARNE, then a roller skating party followed. Later there was a dinner and a dance given by NORMA LEE (BLINKIE) BLINK. Those attending were BOBBY OAKS dancing the light fantastic with BOB (SOFA) DAVENPORT, "HAP" WARNE drinking "Cokes" with ROY WALLACK, "BLINKIE" BLINK having fun with ED LUBIN, DIANE PITMAN laughing with BOB HOWARD, STEPHANIE GEORGE with "hep to the jive" RAY FAXON, PATTY DODDS with that woman hater (oops misprint) GENE HASKELL, PEGGY MAST with that oooh! what a man BILL BALDRY. Others attending were PAT BERGER, EARL MITCHELL, LEE (PEACHES) BRILL and PAUL GOLAND.

Under way now are plans for a few slumber parties (sorry boys, these are just for the girls). Other parties will be given as soon as our party geniuses can develop plans for them.

New CAPC Name

In line with the Civil Air Patrol being changed from an auxiliary to an actual component of the Army Air Forces, the name of National Headquarters has been changed to 32d AAF Base Unit.

Promotions

October was quite a month for promotions in Squadron Five with the following advancements:

Warrant Officer HARRY HUTCHINS was transferred to Intelligence with the rank of 2nd Lieutenant.

Warrant Officer L. J. BRUBAKER filled the vacancy left by Lt. HUTCHINS and is now depositing the ashes of his Corona-Coronas on the Personnel Officer's desk.

Warrant Officers WILLIAM P. HUFFMAN and JOHN S. HESSELDENZ, Flight Leaders of Flights "A" and "B" respectively, were advanced to the rank of 2nd Lieutenant.

Sergeant MELVIN W. SMITH, Assistant Training Officer, was promoted to the rank of Warrant Officer as Assistant Flight Leader, Flight "B."

Sergeant C. J. ROSBERT, our Flying Tiger, took on new responsibilities as Warrant Officer and Assistant Flight Leader, Flight "C."

For nearly a year Warrant Officer AIMEE GAUTHIER DEL VAL boasted the only commission among the fair sex of our squadron. Last month however, saw the addition of two officers from among the women with the promotion of sergeants BETTY DEWAR and JACQUELINE MYHAND to Warrant Officers with the function of Assistant Flight Leaders of Flights "D" and "E" respectively.

Because of changed working conditions, resignations were tendered by our Intelligence Officer, P. M. BROWNE and Engineering Officer R. B. LOCKWOOD. Credit should go to these members who, feeling they were no longer able to do justice to their office, resigned their commissions but requested to remain with the squadron as rank and file members.

CAPC Gossip

Having a wonderful time at a barbecue and dance at HAP WARNE'S house last Friday were: NORMA LEE BLINK, LEE BRILL, PAT BERGER, EARL (CAPC COMMANDER himself) MITCHELL, ROY WALLACK, STEPHANIE GEORGE, ED YOUNG, BOBBIE OAKES, BOB DAVENPORT, BILL BAWLDREY, DICK RITTER, and PAUL GOLAND. The same gang tried out all the rides at Ocean Park the following Sunday. (Naturally they missed the tunnel of love).

Did you know that ED YOUNG has passed all the tests for the Army Air Forces, and was sworn in last Thursday, September 14? He is on the inactive list until February when he expects to be sent to college by the Army. Congratulations, ED, and our best wishes.

**DON'T FORGET! Get your tickets
NOW for the first
Anniversary Military Ball**

Cadets Win New Competitive Drill

Los Angeles Squadron Five Cadets have done it again. Last month they won the drill competition for the second consecutive time.

This time, however, they were up against some really tough competition from the other Squadrons and by an uncomfortably narrow margin nosed out the San Fernando Squadron which placed second. Squadron Five will by no means be able to rest on its laurels in future competition. They can't continue to win unless further improvement is made which, from their last exhibition, will be difficult to do.

For the last drill, Cadet Commander Earl Mitchel served as Commander of troops and Staff-Sergeant LEE BRILL was Cadet Squadron Commander.

During the drill Sgt. BRILL made an error but by quick thinking and knowing his drill pulled the Squadron out of the difficulty very nicely. The Air Force Officers present at the drill commended Lt. Kaufmann on the Cadet Squadron and particularly on Sgt. BRILL's ability, saying that he is excellent officer material.

Those who won the pennant for us this time were: ROBERT DAVENPORT, HARVEY WEINTRAUB, LEE BRILL, DICK LEVY, ALVEN RIEGER, LESLEY SPIVAK, STANLEY WEINER, PAUL GOLAND, EUGENE SHOEMAKER, WILLIAM PATTERSON, WALTER MCCLURE, DEANE HUNGERFORD, GENE HASKELL, ROY WALLICK, EDWARD YOUNG, DON WYRICK, GLEN MACINTIRE, DICK SCHAFFER, DON SCHUMAN, L. PORTER, BOBBY OAKES, PATTY DODDS, NORMA BLINK, PEARL DIAMOND, HARRIETTE WARNE, INGA SCHAEFFER, and MURIEL BROWN.

New Cadet Office

In our estimation, our Cadet office is the best in Los Angeles. One of the main features is the gun rack, which contains the two-color guard guns and eight unfinished guns which will be used for the drill team. Another feature is the rack used for the M.P. arm bands and billy clubs.

As you glance toward the double windows facing Melrose Avenue, you see an artistically constructed fence, which divides the portion of the office that is occupied by Lt. MEREDITH and the Cadet Commander, from the rest of the office.

On inspecting the office further, you see posters and information relative to aircraft. A typewriter stand nestles comfortably in a niche in the wall, and several desks used by CAP and Cadet officers may be seen around. However, several more desks are needed and we would appreciate the use of any desks which are not being used.

Message From Cadet Commander

The private of the Civil Air Patrol Cadets is actually the backbone of the cadet Squadron. Upon how well the private responds is how well the Squadron will respond as a whole. The staff officers are actually working for the cadets. It is the duty of the staff officers to unify and coordinate the efforts of the squadron so that the private may receive a larger quantity and better quality of training. The more the majority of the squadron assists the staff officers in this effort, the better the squadron will benefit by its opportunities. The duty of every member of the squadron is to do his utmost for the betterment of the squadron. At the present time, Los Angeles Squadron 5 is the best squadron in the 1st group and probably in the California wing. When a cadet officer asks you to take care of some detail, it will help the squadron if you follow his orders.

In the auditorium of Fairfax High School, there is a great deal of talking during the showing of training films. It is true that these films do not contain the drama and suspense of your favorite Saturday matinee serial, but nevertheless they do have a great deal of valuable information in them. This information might save your life some day. Out of respect to the present cadets who will eventually be members of the Armed Forces and whom these training films will benefit, please do not talk or whisper during the showing of these films. Wait until you are outside. It is impossible for us to know who does the talking, so we must leave it up to your honor code, which, by the way you should acquaint yourself with.

For those who think that the last paragraph is not important, let us remember that one of the most inspiring slogans we can use is "GOT TO BE DAMNED SURE NO BOY'S GHOST WILL EVER SAY, 'IF ONLY YOUR TRAINING PROGRAM HAD DONE ITS JOB...'"

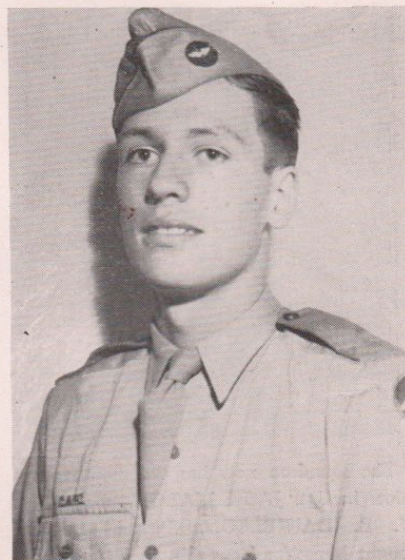
CAPC Gossip

The Cadets who are around their office get a great deal of amusement over the typewriter situation. It is like going before the ration board—you see throngs of frantic-eyed staff officers and Cadets, all trying to get the use of that one "little" black typewriter. This allows only a limited amount of work to be done, besides adding to the tasks of our medical officer who has to treat the wounds inflicted in the mad rush for that machine.

So won't someone loan us a machine with 61 keys, and put an end to the suffering and inconvenience. You'll get credit besides the return of your typewriter.

ANNIVERSARY MILITARY BALL!

Cadet Commander



Seen a skyscraper lately? We - - ll, "he's" right here in CAPC, and to this writer's estimation, that's a good-looking skyscraper. If you haven't discovered already, I'm referring to our own Sgt. EARL F. MITCHELL, Cadet Commander.

Sgt. Mitchell was born March 4, 1928 in that eventful city, Kansas City, Missouri. He wasn't very fond of this city, so he decided to look Chicago over. There he remained for six years, giving him plenty of time to look around. At the end of that period, he returned to his homeland. His father was a chemical salesman, but couldn't sell his towering son on the same career, for the Sgt. longed to fly some day. Although he didn't have the opportunity to fly until he became a member of CAPC, he always knew someday he would realize his ambition to do so.

At the present time, he attends Fairfax High School, and is in the eleventh grade. Majors: English, Spanish and German. Que dice, Sgt.?

Sgt. MITCHELL became a member of CAPC a year ago. It seems he had tried very hard to join before that time, but the squadrons were not accepting members under sixteen years of age. Prior to his rating as Cadet Commander, he was Cadet Intelligence Officer. He deserves a lot of credit for performing his duties as Commander of the Cadets, so capably.

He plans on joining the Army Air Forces, if it's possible, and in order to attain that end, he is taking an increased program at high school in order to graduate six months earlier.

Sgt. MITCHELL would not reveal any information about his love life, but this writer will wager he keeps a number of hearts fluttering. How about a few phone numbers, Sgt.?

New Pilots



The squadron now has two new student pilots in Sgt. JACK MALONEY and Sgt. W. E. DANIELSON. Sgt. MALONEY bought himself a new ship so he could get his license without the trouble of looking one up every time he wanted to do a few minutes flying. From then on he and Sgt. DANIELSON worked together for their student ticket. Nice going fellows and let us know when you get your private license.

BUY WAR BONDS

Flight Proficiency Training Program

A new Flight Proficiency Program has been announced recently by National Headquarters.

Tentative plans are for the program to call for 36 to 48 thoroughly practical flight missions. Each mission will call for from 1 to 3 hours flying time for pilot-observer teams depending on the nature of the mission. This will mean a total of 50 to 75 hours flying over a period of 9 to 12 months.

To qualify members must (a) have satisfactorily completed or to have passed a prescribed written examination upon, all the basic and advanced CAP Preflight training courses set forth in Training Directive No. 34, that headquarters, 13 October, 1944, except Aircraft Identification and International Morse Code; and (b) to hold a currently effective Federal Communications Commission Restricted Radiotelephone Operator Permit. All pilots will be required to hold currently effective Civil Aeronautics Administration Airman Certificates of the grade of Private Pilot or higher with rating records attached covering the aircraft to be operated in the accomplishment of the program. Special certificates will be issued by National Headquarters to all CAP pilots and observers who satisfactorily complete the Flight Proficiency Program.

WEAR YOUR UNIFORM

Executive Officer

(Continued from page 2)

only half-a-mile from his objective. He has insisted on a compass ever since.

Lt. Mast points with pride to his erstwhile flying companion, Lt. Arthur E. Eastbrook who is now Brigadier General in Command of the Santa Ana Army Air Base. After remaining in Germany with the Army of Occupation he was ultimately discharged from the army in August, 1919.

His discharge however, did not dampen his enthusiasm for flying. He became an airport owner and operator and took part in many barnstorming and photographic missions while holding a Commercial Pilot's license.

Anyone knowing Lt. Mast will realize why a charming young lady travelled all the way from Hollywood to Ohio to marry him. Perhaps the lady in question had something to do with his disposing of the airport in 1924 and moving to California a year later.

Lt. Mast enrolled with Civil Air Patrol in November, 1943, and was commissioned 2nd Lt. in June 1944. He now holds a Student Pilot's License (having failed to renew his Commercial on time) and is ready to take the Private Test in order to resume flying.

Present occupation: Insurance Executive. Hobby: Aviation—he's a Helicopter fan. Plans for the Future—to have his own plane, piloted by none other than his daughter Peggy, who is a member CAPC.

L. J. Brubaker
General Manager

HERE IS A SAFE BET

M. C. Foss
Asst. General Manager

**18 to 1 Odds
in your favor**

One Stop in our modern service department affords you the services of these eighteen complete departments:

- | | | |
|-------------------------|----------------------|------------------------|
| 1. Motor Repairs | 7. Tire Repairs | 13. Wrecker Service |
| 2. Chassis | 8. Washing | 14. Body Repairs |
| 3. Brake Service | 9. Polishing | 15. Fender Repairs |
| 4. Front Axle Alignment | 10. Lubrication | 16. Painting |
| 5. Wheel Balancing | 11. Light Adjustment | 17. Upholstery Repairs |
| 6. Steering Service | 12. Motor Tune-up | 18. Seat Covers |

24 HOUR TOWING SERVICE ☆ TWO TON TRUCKS

SO. CALIFORNIA AUTOMOBILE CLUB SERVICE
RANDALL MOTOR CLUB SERVICE

WILCOX CHEVROLET CO.

The Biggest Used Car Dealer in the Harbor Area

WE BUY AND SELL USED CARS
NEW CARS AND TRUCKS NOW AVAILABLE

Phone: Long Beach 641543 or Wilmington 2705

304 E. Anaheim Blvd., Wilmington

AL. BORING, Service Manager